THE FREEDMEN.

Condition of Freedmen in Texas. Washington, August 19.—The following re-port on the condition of Bureau affairs in Texas has been received by General Howard:—

GALVESTON, Texas, August 8 -Major-Greenel O. O. Howard, Communication of heral O. O. Howard, Communication of Heral I have just returned from a tour through Fort Bend, Colorado, and Wharton counties, curring which hip I addressed several thousand freedmen and many planters. I found the crops in a most prosperous condition, and both planters and ircedmen much elated at the prospects. All the planters unite in the belief that if the armyworm does not make its appearance and devastate their fle.us, there will be an average of at least a bale of cotten to the acre in the above mamoo

I get a milar reports from all parts of the State. It being that, if not destroyed by worm, the crop will be arrer than for the past ten years, except 1860-and that this result is solely attributable to free labor, and the vigor and industry that it

moltes.

The season has been the worst for cotton-raising that has occurred or many years, and notwith-standing the almost constant rains and floods—and overflows as a consequence—the product of the freedmen's labor will surpass years in which all else

was more tayorable.

The worm is making its appearance in many localities but not in any great numbers, or in any malignant character thus in; and it is hoped and believed by old and experienced planters, who have made its pecularities a study, that, if tavored with dry weather till the lst of September, the crop will

be beyond its power.

The freedmen in these counties are mostly working for part crop under very favorable contracts and app ar to have a full appreciation of the fact that upon their labor and industry depend their income at the end of the year I made this a special point in my addresses. I am, however, fearing great mouble in setting an equitable division of the crop for the freedmen. Many men in this State think it no harm to cheat the freedmen out of their just wages, on the grounds that their being liberated and taken from them as property was unconstitutional. I will, however, give specific instructions to my agents, and do all in my power to see that they get the proper share of the results of their lacor.

The greatest trouble I have in the administration of the affirs of the Bureau of this state consists in protecting the freedmen from lawless violence.

protecting the freedmen from lawless violence Murder and outrage are largely on the increase Every mail from the interior brings me reports from my agents and other trustworthy sources of information of murders, from one to five at a time, of

I am left so powerless to give proper protection, for want of troops to sustain my agents and make arrests, that I grow sick at hears, and wonder at the war power of the Government leaving this unfortunate class of people, whom it liberated by force, thus expected to the violence of a chagrined and life-

ong enemy.

The only remedy I can suggest is a my officers for agents, and troops to sustain them. If in your judgment it is the settied policy of the Executive to leave the Burean without adequate minury protector, I will desist making these official appeals; out until I am thus informed, I must continue to plead for such force as will make my outes here a reality instead of a farce. The Appropriation bid authorized to a various of the such research new but I can rizes the payment of citizen agents now, but I cannot find any who are competent and who can take the oath required. I am now looking for ex United States army officers, and have found two very good ones. General Wright gives me all the officers he thinks be can spare our my State is large and the requirements are event.

requirements are great.

I will be glad if you will give me advantage of the 4th section of the act portaining to the Bureau, which authorizes the retention of officers of volunteers. At present from the condition of my wounds, am unfit for other duty. Having become to some legree accommated, and much interested in my pre-Very respectfully, your obedient servant,

D. B. Kiddoo, Brevet Major-Gen., Ass't Commissioner.

The Freedmen's Asylum in Tennessec. Chief Surgeon Swartzwecker, of Tennessee, more date of August 14, reports that the Asylums for Insane, Dear, Dumb and Destitute Freedmen throughout the State have been closed. The State Legislature at its May session passed an act providing for these institutions, out the civil authorities have not taken any steps in the matter. The Bureau had turned this whole matter over to them. Georgia.

J. B. Powell (cirizen) Burean Surgeon, at Jonesboro, Georgia, twenty miles below Atlanta, where the great battle was fought which resulted in the capture of that city, olicits that a hospital for freedmen be esta-

blished at that point.

He writes:—This country was wholly destroyed by the two armies, but we returned to our devastated homes early in the spring, and made efforts to secure a crop which promised well until June 20, since which time we have oot had a shower in all this section, and our lopes are at an end. We shall not raise enough or bread.

The freedmen are in a most deplorable condition. They have worked for \$7 to \$10 per month wages, but the employers, making othing, are unable to pay them, and they are wandering about the country in search of emloyment. They are taken sick in numbers, having no friends or home, die like the peasts of the forests, no one to care for the or body. After consultation with a few of the nost prominent citizens of the town, I have concluded to inform you of the state of affairs, and to petition for a hospital.

FASHION GOSSIP.

It is still much too early in the season for any fall styles to appear, but the unusual coolness of the air, constantly reminding one of the approaching autumn days, has already produced among the leaders of fashions indications of various changes from the light, airy styles of summer. Close-fitting paletots have been so ong feshionable, it seems very probable that what is called the sac, or loose shape, will be worn during the autumn months, for the sake of variety. The "Roxelane" paletot is a slight variation on the sac, and is principally remarkable for its quaint style of trimming. A very rich "Roxelane" is made of heavy, black poult de oie, with revers on the front, at the sides, and on the sleeves; the side revers turn towards the back; the edge of the revers is a plain hem, stitched in a double row by a sewing-machine; they are tastened back with oval jet camel. The collar is peculiar in shape, as it is arched at the back, and is simulated with jet tringe. Links of vulcanite chains are looped across the back, and terminate at the right side with long ends and handsome let tassels. Similar chams are coped across the front of the chest, and descend on the left side. The paletot is simply hemmed with a double row of chain stitch round the edge. The short sack, falling just below the waist-band, will be very popular for out-door wear in the early autumn. It may be of almost any material, but for a very stylish costume, it should be like the dress. We have seen a very elegant promenade toilette of mauve poplin. The skirs is gored, and the seams trimmed with white silk pipings. At the back are two sash ends intended for looping up the skirt. Each end is edged with the piping. The bottom of the short sack is cut in battlements, the edge finished to match with the other trimming. A manye tulle Lamballe bonnet, trimmed with violets, completes this stylish costume. Another promenade oilette of the same general style is of blue silk. The skirt is trimmed with two rows of deep entile tringe, of a darker shade of blue. short sack is ornamented to correspond; ringe is laid on to simulate epaulettes and col-A straw bonnet, trimmed with blue chenille and wheat ears; links of straw depend in double estoons over the chiquon.
The Paris correspondent of the London Queen

"The leaders of fashion in the court have all adopted the costume called The Met-ternich.' Sometimes the 'Metternich costume' is made with the skirt and paletot separate from each other, but more frequently they are cut as one, and form a single garment. A Princesse dress, cut wide at the back, and buttoned in a straight line down the front, gives a very fair idea of this style of costume, only remembering that at the beight of the knee the skirt is rounded both at the back and front, and terminates with a long fringe, which falls over a simulated underskirt of the same material as the upper one, or clee in silk, it the dress be

THERES SECOND NUMBER

It would be impossible to wear, all through he winter, the small and aimst invisible headdresses which now go by the name of bonnets. a few of the leading miliners are aiready making bonnets on a larger scale. The enlarged forms all describe a point on the forehead, while at the back they are the Lambelle shape, only

lengthened. One fact is certain, which is, that wide ribbon strings tied under the chin are out of favor, Milliners replace them with a benoiton of blonde, thickly worked with beads, and with very narrow strings, which are tied under the chignon. Many black bonnets are now preparing for autumn wear; they are all pointed n front a /a Marie Stuart, and are covered with a shower of jet beads. At the side there is a pray of delicate flowers, so exquisitely made that it is difficult to believe they are artificial.

Small Watten hats are in vogue, and so coquettish in their effect that they merit a special mention. They have a low, flat crown, and narrow brim. The crown is trimmed all ound with a thick white tress of black velvet, and in order to take away from its heaviness a small white upright feather is added at the side. Thick plaits are also made of crepe and of silk, but they are not so pretty as the velvet ones. Benoitons of flowers and beads are frequently added to Warreau hats.

Chenille trimmings of all descriptions will be very popular in the coming season. Chenille embro dered with beads introduced is a most appropriate ornament for silk dresses. The embroidery should always contrast strongly with the color of the dress. For example, a pearl-greveilk dress should be worked with either cerise or blue chenille. Ribbon velvet under cluny-lace is also a very stylish trimming for silk dresses. Where a dress has a full trimming of cluny lace, the color and cuff should always The shape of collars has materially Last autumn the straightest, narrowoff, threest collars were sought after; it was impossible to find them too upright or too small, and now there is every probability of the "Petruccio" shape superseding all others. For very stout figures small collars are found most inappropriate, the larger forms will be found insultely more becoming, but for slightly built frames the smaller collars will over remain the favorites. The "Petruccio" collar is composed of three parts—the collar itself and the two revers. It consists of cluny and embroidered muslin insertions, sewn in alternate rows, and edged with cluny face. The insertion is arranged in perpendicular lines for the revers, and the rows meet in a point at the back of the collar, from whence they diverge to the straight times in front. The collar is inished off round the throat with a narrow cluny edging, and is fastened in front with a bow of ribbon velvet.

MAJOR-GENERAL SCHOFFELD'S STAFF. - Major-General J. M. Scholleld, commanding Department of Virginia, on the 16th instant issued a general order, announcing that, in compliance with orders from the War Department, he assumed command of the Department of Virginia, embracing the States of Virginia and West Virginia. That existing orders from those headquarters would remain in force throughout the new department, so far as they are applicable, until further orders. The following are the names of the officers announced as comprising his staff:-Brevet Brigagier-General S. F. Chalfin, Major and Assistant Adjutant-General; Brevet Brigadier-General A. P. Blunt, Colonel and Quartermaster of Volunteers, Chief Quartermaster; Brevet Major Thomas C. Sultivan, Captain and Commissary of Subsistence U.S. A., Chief Commissary of Subsistence: Brevet Colonel James Simons, Surgeon U.S.A., Medical Director: Brevet Lieutenant-Colonel George Gibson, Jr., Captain 11th U. S. Infantry, Acting Assistant Inspector-General; Brevet Major C. Rodney Layton, Captain 11th U.S. In antry, Acting Judge Advocate: Brevet Major Edward R. Parry, Captain 11th U. S. Infantry, Commissary of Musters; First Lieutenant J. L. Rathbone, 12th U. S. Infantry, Aid-de-Camp.

Old shot and shell, cannon, etc., picked up on battle-fields sold for \$112,000 in Savannah.

GOVERNMENT SALES.

TINAL SALE OF QUARTERMASTERS' STORES AT THE CAVALRY DEPOT, GIES-BORO, D. C.

QUARTERMASTER-GENERAL'S OPPICE. (First Division) WASHINGTON, D. C., August 10, 1866 sold on the premises, at public auction, under the direction of Captain George T. Browning, A. Q. M., on FRIDAY, August 24, 1866, commencing at 10 o'clock A. M., the following described lot of Quartermaster's stores, viz.:— 8000 teet Hickory, Ash, and 3 Counter Scales (Fair

Oak Piank. bauks'), 2000 rect one and two-inch 5 Portable Forges, 18 tons T Rairroad Iron, 13 Anvils, 1672 lbs. cast iron Rairroad 1 Tire Bender, 1 Tire Drill. 4 Smith's Bellows. 9 Hand Cars, 6 Warehouse Trucks, 1 Hand Drill

Wagons (two-horse), 75 Gum Buckets Hav Scale (Fair- 1 Work-hour Bell banks, 3 Platform Sca'ce (Fair-Medicines, Bitters, etc. hanks. banks). ALSO, Planes, triue Pots, Office Desks,

Chairs. Saw Sets, Hand-baws. Cross-cut Saws, Stationery Cases, Iron Beadsteads, Iron Squares, Cooking and Reating Trying Squar Broad Axes, Squares. Stoves, Cooking Utensils, Callipers, Bar and Scrap-Iron, Compassis. Wagon Wheels, Screwdrivers, Spokeshaves, Spiitting Guages, Round and Straight Cold Chisels, F1 08, Hammers. Knivos Farrier Enives. Cutting Plyers, Rivet Sets. Punches, Stocks and Dies, Claw and Edge Tools, Pricking Wheels, Heading Tools, Paint Cans. Wrenches, Paint Muller. Paint Stone, Paint Mill, Augers, Paints. Colors, Venetian Red, Grindstones and Frames Wood Clamps, Gonges. Hatchets Soldering Irons. Drawing Knives. Lumber Rule, Wheelbarrows, &c., &c. Spirits Levels,

lare Lines. logether with many other articles not above enumerated. Purchasers must remove their stores within five 5) days from date of sale. rema-Cash, in Government funds.

A boat for a lesboro will leave Sixth street wharf

every hour during the day of sale.

JAMES A. EKIN. Brevet Brigadier-General U. S. A., in charge 13 10t First Division, Q. M. G. O.

CONDEMNED QUARTERMASTER STORES

CHIEF QUARTERMASTER'S OFFICE. Washington, D. C., August 16, 1868 | Will be sold at public auction, under the direction of Brovet Brigadier General Charles H. Thompsins, Quartermaster U. S. A., at Lancoln MONDAY, August 27, commencing at large lot or condemned Quartermaster property consisting in part of about—

100 Army Wagons, 500 Shovels, 500 Shovels, 300 Spades, 500 feet of Hose, 831 Buckets, 214 Blankets, 247 Lanterns, 12 boxes win'w Glass, 85 Glazed Sash, 436 Martingales with Hames, Wagon Covers. 50 Ambulances, 3300 pounds Rope, as-10,000 pounds Scrap and oid lire Iron, 5659 Breast, halter, and

tree Charms, 4519 Ambulance, Wayon and McC. Riding Bridles.

700 McC and other Saddles, 50 sets Am pulance Harness, 50 sets Am pulance Harness 4228 Herse and Mule bles, Stoves, Book-case cellars, 500 Chopping Axes, Sale will be continued from day to day until all

the property is sold.

Purchasers must remove property within five days from day of sale.

Terms—Cash, in Government funds.

D. H. EUCKER.

Byt. Maj.-Gen. and Chieve of Washington

GOVERNMENT SALES.

EXTENSIVE AUGITON SALE GOVERNMENT TOBACCO.
SEVERAL HUNDRED HOGSHEADS
FINE VIRGINIA LEAF.

FINE VIRGINIA LEAF.

THEASURY DEPARTMENT, CUSTOM HOUSE, I HIGEMOND, VA., AUSEST 5, 1866. In compliance with instructions from 11 A Kisley, E.q., Supervising Special Agent, there will be sold, to the highest bidder, at public auction, at 11 co-c.ccs in the forencom of WEDNESDAY, the 5th day of September next, at WINSTON'S BUILDING, corner of FOURTEENFH and CARY Streets, in the city of EICHMOND, Virginia, the following described. described CAP URED AND ABANDONED PROPERTY.

TWO HUNDRED (OR MORE) HOGSHEADS
LEAF TOBACCO.
FIVE HUNDRED FOXES MANUFACTURED
TOBACCO. mthered from the

The Leaf Tobacco has been gathered from the countries of Bedford, Reancke, Franklin, Campbell, Henry, Patrick, Halifax, Frince Edward, Pittsylvania, Micklenburg, and Charlotte, comprising all the good tobacco lands in the State. Much of it is of the finest quality, suitable for 'wrappers," and has been wall cured and preserved. The safe research the first quality, suitable for 'wrappers,' and has been well cured and preserved. This sale presents opportunities to the manufacturer and dealer rarely effered. Should the demand warrant, ome three or lour bundred hossheads more may be added to the sale, which will complete the disposition of Virginia Tobacco for Government account.

Samples of each hogslead will be ready for inspec-

tion at the salesroom ten days preceding the day of ale.
Terms—Cash, in Government tunds
JOHN 5. LOOMIS,

Assistant Special Agent.

SALE OF UNITED STATES MILITARY RAIL-LOAD PROPERTY OFFICE OF ASET, Q. M. U. S. MIL. R. R. Washington, D. C., August 3, 1866 Will be sold in public nuction at Alexandria, Ya., on FRUKSDAY, August 23, the balance of United States Military Rails ad Property remaining on hand at that place, consisting in part as fol-

Two second-c ass serviceable Locomotive Engineer Norus & Son, builders; gauve, 4 teet 8j inches. One Tender Truck, two small (ruck) ars One hundred pairs second-hand Car Wheels

Seventy tons "T" Railroad Iron (45 lbs. to the yard, nearly new; fifteen Stoves; two fit een-ton Hydraulic Jacks, and ten tons unserviceable Rail-(25) Twenty-five tons Wrought and Cast Scrap lron, second-hand Rairond Spikes, Chairs, Rubber Loops, Broad Axes, Mauls, Platform and Couster Scales, Lanterns, Oars, Desks, Tables, and a va-riety of other articles; also,

Nine Frame Buildings.

Sales to commence at 10 o'clock A. M., at the Military Rairoad Wharf, where the Locomotives, Rairoad Iron, and Car wheels are stored. The balance of the articles will be so d at the Rairoad Supply Store, near the Orange and Alexandria Lighton.

will be sold at Pitisburg, Pa., at eleven o'clock A. M. on IUE DAY, August 28, Eleven new Box Cars, five feet guage; Pennock & Kennett Square, Chester county, Penna.,

uilders.
Terms—Cash, in Government tunds. Any further information relative to the property will be furnished on application at this office.

F. J. CRILLY,

878w Byt. Major and A. Q. M., U. S. Army.

TELEGRAPH MATERIALS AT AUCTION.

TELEGRAPH MATERIALS AT AUCTION,
CHIEF QUARTERMASTER'S OFFICE,
DEPOT OF WASHINGTON,
WASHINGTON, D. U., August 6, 1866.)
Will be sold at public nuction, under the direction
of Brevet Licutenant Colonel James M. Moore, Assistant Quartermaster, at Warehouse on G. street,
near Iwentein street, Washington, on ThURS
DAY, August 50, at 10 A. M., the following Telepraph A aterials, &c:—
22 Beardsley's Signal 95,000 pounds Wire Iron,
Telegraph Instruments 66 miles Insulated Tele-

Telegraph Instruments 66 miles Insulated Telegraph Wire.
24 Beardsley's Instru 196 Keels for Wire. 43 Reel Stands, small ments. 10 steel Stands, centre. 1 Platform Scale. 199 Insulators, block 4 Cutupg Pivers. 2 Dial Handles. I Coal Stove, with Pipe. 28 loof Boxes, 44 "ull Reels. 0 mammers. 7 Oiler. 3 Fruning Knives. 78 Empty Reels.

5 I arge Ree! Stands. 18 Small Ree! Stands. Reel Stands, delivery. Rubber Cement Flasks, 6 Reel Handles spools Copper Wire, Soldering Acid Bottles. 3 Rutber Sleeves, 3] in. spools Copper Wire, No. 30. pounds Gutta Percha (in shee's). 6 Large Gear. 6 cmall Gear. 8 Rings. 2 Notices and Straps. Tumblers for Battery 117 Iron Spikes. Porous Cups. 31 Insulated Bending 240 Porous Cups. 81 Insua 162 (18) oz A. o. d.) Pla- Screws. 29 Rubber Rings.

17; oz. A. o. d. Platina 60 cells Portable Field Strips. Telegraph Battery. 250 pounds Mercury. 308 Zincs for Grove Bat-1065 pounds Nitric Acid. 6 carboys Sulphuric Acid. 6 Empty Mercury Flasks 14(0 pounds Nails, 40d and 60d. Wrenches, Screw Driv-2800 Insulators, Bracket. 50 Empty Carboys. dering Irons, etc. Terms—Cash, in Government funds.

Ten days will be granted purchasers in which to remove their goods. Byt, Maj. Gen. and Chief Quartermaster, 19t Depot of Washington, D. C. UMBER FOR WATON-MAKERS AT AUC-

L TION. CHIEF QUARTERMASTER'S OFFICE. DEPOT OF WASHINGTON, WASHINGTON, D. C., August 2, 1866. Will be sold at Public Auction, under the direction of Brevet Brigadier-teneral C. H. Tompkins, Q. M., U. B. A., on WEDNESDAY, August 22, at LIN COLN DEPOL, commencing at 10 A. M., the fellow-

ng described lumber:— A bout 80,000 feet 2 Inch Oak Plank. 50,000 feet 26 " 110 000 feet 3 " " Ash Plank. 20.000 feet 5 10,000 feet 2 5,000 feet 3 8,000 feet 4 Hickory Plank. " Poplar Boards,

" 20 000 feet | " Poplar Boards.

This sale is well worthy the attention of Carriage-makers, as this is a superior lot of well-seasoned number. It will be offered in lots of 1000 feet, with he privilege of 10,000 feet Terms-Cash in twovernment funds. Successful bidgers will be required to remove their

purchases within firteen days from day of sale.

D. H. RUCKER,
Brevet Major-Gen, and Chief Quartermaster,
8 3 16t Depot of Washington,

LOTHING DEPOT, SCHUYLKILL

CLOTHING DEPOT, SCHOOL 1836.

ARSENAL.

PHILADELPHIA, August —, 1836.

SALE OF CLOTHING AND EQUIPAGE

With be sold at Public Auction, on secount of the
United States, at the Schuylkill Arsenal, GRAY'S FERRY ROAD, Philadelphia, on Saturday, August 25, 1866, at 10 o'clock A. M., the following-named articles of unserviceable Clothing and Equipage,

Viz.:—
Hat Cords, Eagles, Uniform Coats, Jackets, Flannet Sack Coats, Metallic Scales, Sashes, Trowsers,
Bootees, Great Coats, Water-proof Ponchos, Cross
Cannon, Bed-sacks, Shoulder-scale Fastenings,
Knapsacks, Haversacks, Canteens, Axes, Camp
Kettles, Meas Pans, Hatchets and Handles, Trumpets, Drums, Wall Tents and Flies, Tent-poles and
Pins, Common Tents, Shelter Tents, Picks and
Handles. The property must be removed within five (5) days

from day of sale. Terms—Cash, in Government funds. Brev. Brig.-Gen. GEORGE H. CROSMAN Assistant Quartermaster-General U.S. Army.
Byt. Major HENRY W. JANES, A. Q. M., U.S. A.
Executive and Inspecting Officer.
Philadelphia

United States STEAMER "CANONICUS"

AT PUBLIC SALE.

DEFOT QUARTERMASTER'S OFFICE,
BALTIMORE, Md.. August 11, 1866.
Will be sold at her anchorage, south side of basin, at Baltimore, Maryland, the above-named United States steamer, on THURSDAY, August 23, at 10 o'clock A. M.. together with the Boats. Anchoras, Stores, Donkey Engine, etc. etc., now on board.

She is a side-wheel steamer, of 420 tons; length on deck, 179 leet; breadth of beam, 20 feet 10 inches; draught, 6 feet; has one low pressure steam engine; diameter of cylinder. 36 inches; stroke of piston. 12 feet. In running order, and well found in her outfits; now only sold for want of further use by the Government. Terms-Cash, in Government funds, on the day

By order of the Quartermaster-General.
G. W. BRADLEY Colonel and Chief Quartermaster M. M. D. ADREON, THOMAS & CO.

STORDARY OF PROPERTY

RAILROAD LINES.

DHILADELPHIA, WILMINGTON, AND BAL
TIMORE RALEGAD,
Time TABLE,
Commencing MONDAY, July 2, 1806. Trains will
leave Depot, corner of BROAD Street and WASHINGTCN Avenue, as follows:
Express Train at 415 A. M. (Mondays excepted), for
Estimore and Washington Stopuing at Chester, Wilmington, Newsik, Elkton Northeast, Perryville, Havre,
de Grace, Aberdeen, Perryman's, Magnelia, Chase's and
Stemmer's Run. Stemmer's Eqn.

Way Mail Train at \$15 A. M. (Sundays excepted), for Battmore, stopping at all regular stations between Philadelphia and Baltimore,
Lefaware Railroad Train at \$ A. M. (Sundays excepted), for Princess Anne, Milford, and intermediate stations. cepteds, for Princess Anne, Millord, and intermediate stations.

Express Train at 11'45 A. M. (Sundays excepted), for Enlimore and Washington.

Express Train at 3 P. M. (Sundays excepted), for Enlimore and Washington, stopping at hester, Claymont, Wilmington, Newark, Fikton, Northesst. Perryville. Havie de Grace, Aberdeen, Perryman's, Edgewood, Magholia, Chase's, and Stemmer's Rug. 1.

Xight Express at 11 P. M., for Baltimore and Washington.

Ington.
Parsengers by Boat from Baltimore for Forfress Monroe Nortolk, City Point, and Richmond, will take the
Il 45 A M train.
WILMINGTON ACCOMMODATION TRAINS.
Stopping at all Stations between Philadelphia and Wilmington. Stopping at all Stations between Philadelphia and Wilmington
Leave Philadelphia at 9 A. M., 12 30, 4 30, 6, and 11 30
P. M. The 4 30 P. M. it ain connects with Delaware
Railroad for Harrington and intermediate stations,
Leave Wilmington at 6 30, 7 15 and 0 30 A. M., 4 and 5 30
P. M. The 7 15 A. M. train will not stop at stations
between Chester and Philadelphia
Trains for New Castle leave Philadelphia at 9 A. M.,
4 30 and 6 P. M.
Trains for New Castle leave Philadelphia at 9 A. M.,
4 30 and 6 P. M.
TRAINS FOOM BALTIMORE
Leave Wilmington at 11 A. M., 4 36 and 10 P. M.
CHENTER FOF PHILADELPHIA.
Leave Chester at 128, 7 35, 16 14 and 11 40 A. M., 4 43,
5 10, 7 26, and 10 36 P. M.
FROM BALTIMORE TO PHILADELPHIA
Leave Paltimore 7 35 A. M., Wav-mail 9 20 A. M.,
Express. 1 10 P. M., Express. 6 25 P. M., Express. 8 25
P. M., Express

Leave Pairmore 7-3 A. M., Wav-mail 9-20 A. A. Express. 1-10 P. M., Express. 6-25 P. M., Express. 8-25 P. M., Express. 8-25 P. M., Express. 8-25 P. M., Express. 1-10 P. M., Express. 1-10 P. M., Express. 1-10 P. M., And 3-28 P. M., Leave Wilmington nt 5-23 and 9-33 A. M., and 4-15 P. M. Freight Trains with Passenger Cara attioned will leave as follows: - Wilmington for verryville and intermediate stations at 6-65 P. M. Beltimore for Havre de Grace and intermediate stations at 4-420 A. W. connecting at Wilmington with 7-15 A. M. train for Philade phia.

SUNDAY TRAINS.

necting at Wilmington with 7 ib A. M. train for Philade phia

SUNDAY TRAINS.

Express Train at 415 A. M. for Baltimore and Washington, a opping at theater, Wilmington, Newark Elkton, Nor heart Perryville Havre-de-Grace, Aberdeen, Perry man's Magno ia, chase's, and Stemmer's Run.

Night Express. Il P. M. for Entimore and Washington Accommodation Trein at 11:30 P. M. for Wilmington and intermediate stations.

EAL'IMORE FOR PHILADELPHIA.

Leave Faltimore at 8-25 P. M., stopping at Havre-de Grac, Perryville, and Wilmington. Also stops at Elkton and Newark (to take passengers for Philadelphia and chester to leave passengers inom Baltimore or Washington.

Accommodation Tram from Wi mington for Philadel
this and intermediate stations at 6 % P. M.
416
H. F. KENNEY, Superintendent.

HOR NEW YORK.—THE CAMPEN AND
Amboy and Philadelphia and Trenton Railroad
omisiny's Lines.
FROM PHILADELPHIA TO NEW YORK
and Way Flaces, from Walnut Street Whaif, will leave
as tollows, viz:
At 5 A. M., via Camden and Amboy, Account ods
32.25

through to Tienton. Kensington and Jersey City Express Lines, fore \$3.00. The 6.45 P. M. Line will run daily. All others Sundays

The 6-35 P. M. Line will run daily. All others Sundays excepted
At 7-30 and 11 A. M., 3-2-30 4-30, 5, and 6-45 P. M. a. d. a. idnight, for bristol, Trenton, etc.
At 7-snd 19-15 A. M., 12 M. 3-4, 5, and 6-P. M., for Cornwell's Tortisdale Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 10-15 A. M. ior Bristol, Schenck's, Eddington, and 8-P. M. for Holmesburg and intermediale stations.
At 7-35 A. M., and 3-30 P. M. for Niagara Falls, Buffalo, Dunkirk, Canandais ua, Elmira, Ithaca Owego, Roches er, Binghempton, Oswego, Syracuse Great Bend, Montrose Wilkesbarre, Scranton Stondsburg, Water Gap, Felvidere, Easton, Lambertville, Schenherton, etc. The 3-30 F. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethle hem etc. hem etc.
At 5 F. M. for Lambertville and intermediate stations.
June 1, 1886. WILLIAM H. GATZMER, Avent.

DENNSYLVANIA CENTRAL RAILROAD.—
SUMMER AFRANGEMENT.
The Trains of the Pennsylvania Central Rairoad leave the Depot, at Thirty-first and Market streets, which is reached by the cars of the Market issues Passener Railway maning to and from the Depot. The last car leaves Front street about 30 minutes prior to the departure of each Train.
On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of each Trains.
Mann's Bargage Express will cal for and deliver Bargage at the Depot. Orders left at the Office, No. 631 chesnut street, will receive attention.

HEIGHT LINES FOR NEW YORK AND

E REIGHT LINES FOR NEW YORK AND tain the Stations on the CAMDEN and AMBOY and connecting Hairoads. INCHEASED DESPATCH.

The CAMDER AND AMBOY RAILROAD AND TRANSPORTATION COMPANY PREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'cock P M. daily (Sundays excepted).

Freight must be delivered before 4% o'clock, to be forwarded the same day.

Beturning, the above lines will leave New York at 12 noon, and 4 and 8 P. M.

Freight for Trenton Princeton, Kingston, New Brunswick, and a. Points on the Camden and Amboy Radicad; and, on the Belvidere Delaware and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere De aware Reitroad connects at Phillipsburg with the Leinigh Valley Railroad, and at Manuakachunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to syracese, Buffalo, and other boints in Western New York

The New Jersey Railroad connects at Elizabeth with the Nortis and Essex Bailroad.

A allo memorandum, specifying the marks and numbers, shippers, and colespines, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased lacilities have been made for the N. B.—Increased inclinies have been made for the ransportation of live stock. Drovers are invited to try he route. When stock is turnished in quantities of two rarloads or more, it will be delivered at the foot of Force in the rect near the Drove Yard, or at Pler No. I.

orth River, as the shippers may designs to at the time resignment.
For terms, or other information, apply to
WALTER FREENAN, Freight Agent,
No. 226 S. DELAWARE Avenue, Philadelphia

() BANGE AND ALEXANDRIA RAILROAD. On and after MONDAY, February 12 two daily trains will run between Washington and Lenchburg, connecting at Gordonsvile with Virginia Central Rall road trains to and from Richmond, as follows:

Leave Washington daily (Sunday excepted), at 6-40 a. M., and arrive at Lynchburg at 5-45 P. M.
Leave Lynchburg at 7 A. M. and arrive at Washington at 5-26 P. M.

EXPRESS TRAIN

Leave Lyuchburg at 7 A. M. and arrive at Washington at 5 25 P. M.

Leave Washington dally (including Sunday) at 6 05 P.

M and arrive at Lyuchburg at 6 06 A. M.

Leave Lyuchburg at 6 36 P. M. and arrive at Washing ton at 6 16 A. M.

Hoth trains making close connections at Lyuchburg for all points South and Southwest, and at Washington for North and Northwest.

First-class sleeping cars attached to the gight trains. The road is attractive, not only for the comfortable accommodations, but for the fact that it passes the now historic localities of Fairfax, Buil Bun, Manassas, Bristoe, Caucitive, Rappahannock, Culpoper, Orange, and Gordonsville, places of imperishable interest in the popular mind.

Through tickets to all points South and Southwest may be had in Boston, New York, Fhiladelphia, and Baltimere and at the Jalace of the road in Washinster.

Jalexandria

RAILROAD LINES.

READING RAILEOAD
PROM PHILADELPHI'S TO THE INTERIOR O
PENNSYLVANI-THE SCHUVLRILL, SUSQUE
HANNA, CUBBFELAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE
CANADAS
SUMMER ARBANGEMENT OF PASSENGER
THAINS, June 4, 1855
Leaving the Company's Depot. at "HIRTEENTH an
CAITOWHILL Streets Philadelphia at the tollow in
Botus:-

CAIT OWHILL Streets Philadelphia at the follow a hours:

MORNINA ACCOMMODATION.

At 7.30 A. M. for Reacing and intermediate Statio & OENING EXPRESS.

At 8.15 A. M. for Reacing and intermediate Statio & OENING EXPRESS.

At 8.15 A. M. for Reacing and intermediate Statio & OENING EXPRESS.

At 8.15 A. M. for Reacing, Lobanon, Harrisburg Pot ville, Pinestove, Tamagua, Sanbury, Villiamspo Elmira, Eochester Nis. star Fairs, Ruffalo Alentow Wilkesbarre, Piteston, York, Carisie, Chambersbur Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc. and the Lebanon Valley train for Harrisburg, etc.; at PARRIS-1 ULG with Northern Central Cumberland Valley, and Schavikill and Susquehanna trains for Northumberland, Williamsport, Verk Chambersburg, "begnove, etc.

Leaves Philadelphia 13.20 P. M. for Reading Pottsville, Harrisburg etc., connecting with Reading and Cclumbia Railroad trains for Columbia, etc.

READING ACCOMMODATION.

Leaves Reading at 6.00 A. M. stropping at all way stations, arriving at Philadelphia at 5.5 A. M.

Returning, leaves Philadelphia at 5.5 A. M.

Trains for Philadelphia leave Harrisburg at 2.10 P. M., Pottsville at 2.45 P. M., arriving in Philadelphia at 1.20 P. M., and Pottsville at 2.45 P. M., arriving in Philadelphia at 6.45 P. M.

Leaves Reading at 7.30 A. M. and Harrisburg at 4.10 P. M. Connec ing at Reading with American Accommodation south at 6.30 P. M., arriving in Philadelphia at 1.20 P. M. Connec ing at Reading with American Accommodation south at 6.30 P. M., arriving in Philadelphia at 1.20 P. M. Connec ing at Reading with American Accommodation south at 6.30 P. M., arriving in Philadelphia at 1.20 P. M. Connec ing at Reading and all way stated the property of the philadelphia at 1.20 P. M., arriving in Philadelphia at 1.20 P. M., arriving

3 16 P. M.

Starket train, with passenger oar attached, teaves
Fhisacelphia at 12 45 noon for Reading am all way stations. Leaves Reading at 11 30 A. M. and Downingtown
at 12:30 P. M., for Philadelphia and all way startons.
All the above trains run daily, sundays exceptes.
Sunday trains leave Pottsville at 8:00 A. M., and Philadelphia at 5:15 P. M. Leave Philadelphia for Reading
at 8:00 A. M., it curring from Reading at 4:25 P. M.

Chiles ER Valley Bailenad for Reading
at 8:00 A. M. and 5:0 P. M. trains from
Philadelphia, returning from Downingtown at 6:35 A. M.
and 12:35 noon.

and 173 noon.

NEW YORK EXPRESS FOR PITT'S BURG AND THE WEST.

Leaves New York at 9 A M., and 800 P.M., passing Reading at 1465 and 1163 A. M. and 148 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on srrival of the Pennsylvania express from Pittsburg, at 3 and 945 A. M. and 915 P. M., passing Reading at 449 and 1052 A. M. and 1730 P. M., and arriving in New York at 10 A. M. and 245 P. M. Sleeping cars agroundany these trains through between Jersey City and Pittsburg, with out change. out change.
A mail train for New York leaves Harrisburg at 2:10 P

trains through between Jersey City and Pittsburg, with out change.

A mail train for New York leaves Harrisburg at 2:40 P.

M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY BAILROAD.

Trains leave Pottsville at 7 and 11:30 A. M. and 7:15
P. M. returning from "smaqua at 7:55 A. M. and 1:40
and 4:15 P. M.

SCHUYLKILL AND SUSQUEHANNA BAILBOAD.

Trains leave Auburn at 7:50 A. M. for Pinegrove and
Harrisburg and 1:50 P. M. for Pinegrove and Tremont,
returning from Harrisburg at 3:20 P. M., and from Tromont at 7:35 A. M. and 5:25 P. M.

Through first-class lickets and emigrant tickets to all
the principal points in the North and West and Canada.

The following tickets are obtainable only at the office
of S. Hard DFOHD. Treasurer. No. 227 S. FOURTH
Street, Philadelphia, or of G. A. NICOLLS, General
Superintendent. Reaching:

ONIMULATION TICKETS

At 25 per cent. discount, between any points desired,
for families and firms.

MILEAGE TICKETS.

Good for 2000 miles, between all points, \$52:59 each, for
families and firms

SEASON TICKETS.

For three, six, nine, or twelve months, for holders
only, to all points, at reduced rates

CLLERGYMEN.

Fosiding on the line of the road will be furnished caros
entitling themselves and wives to tickets at hall fare.

CLERGYMEN

Residing on the line of the road will be furnished caros entitling themselves and wives to tickets at hall fare.

EXALURSION TILKETS

From Philadelphia to principal stations, good for Saturday, Sanday, and Monday, at reduced fare, to be had only at the Ticket Office, at THILTEENTH and CALLOWHILL Streets

FREIGHT.—Goods of all descriptions forwarded to all the above points, from the Company's new Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5 30 A. M., 12:45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville Port Clinton, and all points beyond.

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 3 15 P. M.

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

On and atter WEDNESDAY, May 16, 1866.

FOR GERMANTOWN

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 10, 14, 2, 3, 4, 5, 5, 6, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 45, 6, 65, 7, 8, 9, 10, 11 P. M.

The 820 down train, and 3% and 5% up trains will no stop on the Germantown Branch.

Leave Philadelphia 9, 10 A. M., 2, 3, 5, 8, 10% P. M.

Leave Germantown 8 A. M., 1, 4, 65, 9% P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3% 5%, 7, and 11 P. M.

Leave Chesnut Hill 7-10 minutes, 8, 940, 11-49 A. M. 1-40, 3-40, 5-40, 6-40, and 10-90 minutes P. M.

Leave Chesnut Hill 7-10 minutes A. M., 2, 5, and 8 P. M.

Leave Chesnut Hill 7-10 minutes A. M., 2, 5, and 8 P. M.

Leave Chesnut Hill 7-10 minutes A. M., 2, 5, and 8 P. M.

Leave Chesnut Hill 7-10 minutes A. M., 2, 5, and 8 P. M.

Leave Chesnut Hill 7-10 minutes A. M., 2, 5, and 8 P. M.

Leave Chesnut Hill 7-10 minutes A. M., 12, 40, 6-40, and 9-25 minutes P. M.

Leave Chesnut Hill 74) minutes A. M., 1240, 640, an 920 minutes P. M.
FUR CONSHOHOCKEN AND NORKISTOWN.
Leave Philadelphia 6, 835 minutes, 1145 A. M., 134, 435, 536, 648, 805 minutes, and 113 P. M.
Leave Norristown 537, 7, 750, 9, 11 A.; M., 134, 436, 636 and 8 P. M.
The 534 P. M. train will stop at School Lane, Wissan hickon, Manayunk, Spring Mill, and Conshohocken only ON SUNDAYS.
Leave Philadelphia 9 A. M., 234, 4, and 7 M. P. M.
Leave Norristown 7 A. M., 1, 534, and 8 P. M.
FUR MANAYUNK
Leave Philadelphia 6, 835 minutes, 1146, A. M., 134, 445, 556, 638, 535, and 118 P. M.
Leave Manayunk 634, 734, 820, 935, 1135, A. M., 2, 5, 656
837 F. M.
ON BUNDAYS.

4 P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. N., 2%, 4, and 7% P. M.
Leave Manayunk 7% A. M., 1%, 6 and 9% P. M.
W. S. WILSON, General Superintender t,
Depot NINTH and GREEN Streets

ORTH PENNSYLVANIA RAILROAD.—
For BETHLEHEM. DOYLLSTOWN, MAUCE
CHUNK, KASTON, WILLIAMSPORT, and WILKES! BARRE. At 730 A. M. (Express), for Bethlehem, Allentown Mauch Chunk, Hazleton, Williamsport, and Wilker At 3:36 P. M. (Express), for Bethlehem, Easton, etc., eaching Easton at 6:45 P. M., at 5:16 P. M., for Bethlehem, Allentown, Manch Dunk,

nunk.
For Doylestown at 8:35 A. M., 2:30 and 4:18 P. M.
For Fort Washington at 10 A. M. and 11 P. M.
For Lansdale at 6:18 P. M.
White cars of the Second and Third Streets Line City P assencer Cars run direct to the denot.
TRAINS FOR PHILLSDELPHIA.
Leave Bethlehem at 8-25 A. M. and 12-75 Noon, and 15 P. M. Leave Doylestown at 6 40 A. M., 3 15 and 5 30 P. M.

Leave Doylestown at 6-49 A. M., 3-15 and 5-30 P. M.
Leave Landale at 6-60 A. M.
Leave Fort Washington at 10-50 A. M., and 2-15 P. M.
ON SUNDAYS.

Philadelphia for Bethlehem at 9 A. M.
Fhiladelphia for Doylestowp at 2-30 F. M.
Doylestown for Philadelphia at 7-10 A. M.
Bethlehem for Philadelphia at 4-20 P. M.
Through Tickets must be produce at the ticket offices.
THIRD Street of BERKS Street.

521

WEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Perry), com-For Cape May, 9 A. M., Mail; 3 P. M., Accommodaion.
For Bridgeton, Salem, and intermediate points, 8 A.
M. and 3:30 P. M.
For Millville, and intermediate points, 8 A. M. and 2
M. Woodbury Accommodation, 6 P. M.
RETURNING:
Leave Cape May at 8:00 A. M., Wall; 5 P. M. Express, 1 cave Bridgeton 7:15 A. M. and 3:50 P. M. Freight; 20 P. M.

30 P. M. Leave Selem 7 A. M. and 3-35 P. M. Freight 5 45 P. M. Leave Miliville 6-55 A. M. and 6-38 P. M. Freight 11-03 A M. Freight will be received at Second Covered Wharf below Walnut street, from 7-90 A. M. until 5-90 P. M. That received before 9-00 A. M. will go through the same

Freight Delivery, No 228 S. DELAWARE Avenue J. VAN RENSSELAER, Superintendent. The West Jersey Express Company will attend to all the usual branches of Express business. A Special Messenger accompanies each through train. Office No. 5 WALNUT Street Philadelphia.

1866 PHILADELPHIA AND ERIE RAIL ern and Northwest Counties of Fennsylvania to the City of Erie, on Lake Erie. It has been leased and is operated by the Pennsylvania Raikond Company.

Time of Passenic Eric It has been leased and is operated by the Pennsylvania Raikond Company.

Time of Passenic Eric It has been leased and is operated by the Pennsylvania Raikond Company.

Time of Passenic Eric Mail Train, I a. M.; Eric Express Train, I p. M.

Passenger cars fur through on the Eric Mail and Ex-Passenger cars run through on the Erie Mall and Express trains both ways between Philadelphia and Erie.

NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Erie 9-30 A. M.,

Leave Erie at 44 F. M., arrive at Erie 9-30 A. M.,

Elegant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at corner THIRTIETH and MARK ET Streets, Phila.

And for freight business, of the Company a Agents, S. B. Kingston, Jr., corner Thirtoenih and Markel streets.

Philadelphia J. W. Reynolds, Erie; William Brown, Agent N. C. B. R., Baltimore. i. Baltimors.

STON, General Freight Agent, Phila.
iNNER. General Ticket Agent, Phila.
ER General Sup Williamsport.

MEDICAL.

VOX POPULI.

WRIGHT'S TAR SYRUP. PRINCIPAL DEPOT.

No. 771 South THIRD Street Price, \$1:00 per Bottle; \$5:10 for balf-a-dozen.

Price, \$1.00 per Bottle; \$5.00 for half-a-dozen.

The understand citizens take pleasure in cheeriam recommending the use of Wright's Tar Syrup for coughs, colds, consumption, whooping-cough, spotted lever, liver compaint, pains in the breast, bronchied, inflaosmation, and restriction of air vessels in the lange, etc. be remedy should be in every family:—

Charles C. Wieon, Forney's Press office.

Charles H. Graften, Runday Mercury office, James Rolen, Inguiere office.

William H. Corfit, Associated Press.

William H. Corfit, Associated Press.

William H. Carpenter, Fire Alarin and Police T graph, Fifth and thessut streets.

A Bandelph Front and I ombard streets.

A Bandelph Front and I ombard streets.

A Bandelph Front and I ombard streets.

B. G. Marca, No. 223 Gaskill etreet.

John Woodside No. 133 Frankin street.

B. G. Marca, No. 256 Frankin street.

John Seymour, No. 513 S. Front street.

John Seymour, No. 513 S. Front street.

H. C. Larlett No. 221 S. second street.

Albert Martin No. 417 S. Second street.

Mary Caldwell No. 1082 Sansom street.

Mary Caldwell No. 1082 Sansom street.

Mary Caldwell No. 1082 Sansom street.

W. Thomas, No. 26 Race street.

W. Thomas, No. 28 Race street.

S. Seymour Rose Busileton.

Char es Regers, No. 291 South street.

R. T. We impon, second and Quarry street.

E. Thomas, No. 168 South Front street.

William Barns, No. 158 South Front street.

William Barns, No. 158 South Front street.

S. Sannord, Opera Manager.

John Magton's rear of No. 128 North Second street.

Min. S. R. Choate, Newark, Del.

25r. William B. Wrigh:—

Sen. — We take tleasure in recommending your ITAR.

Mrs. 8. R. Choste, Sewara.

Ar. William B. Wright:

Sin:- We take cleasure in recommending your FAR
Syrup (or which we have already sold considerable
quantities) as a most excellent and shoaclous remody
for the complaints act forth in your printed bill already
submitted to the putile. As a realitying act to suffering
humanity we will cheerinily recommend your propasation to all affiliated with diseases which it is designed to
cure.

DILKS & SON, Druggists.

K. E. corner Pine and Sixth streets.

For sale also at

For sale also at JOHNSON, HOLLOWAY & COWDEN S, DYOTT & CO 's, and Design. And all principal Druggists and Dealers.

The autscriber would beg leave turther to say that a is prepared to fill orders and forward the Syrup tenty part of the country. Persons desiring other information by Insil will inclose a positive stamp and answer till be returned as soon as the exigencies of business till admit address

320 No 771 S, THIED Street, Philadelphia, Pa.

GLAD NEWS

FOR THE UNFORTUNATE. BELL'S SPECIFIC REMEDIES warranted in all cases, for the Brandy and Peans NERT CURE OF all diseases arising from excesses or YOUTHFUL INDISCRETION. Emissions, Geoital, Physical and Nervous Debility, Im-NO CHANGE OF DIET IS NEGESSARY.

They can be used without detection, and never tall te effect a Cure, if used according to instructions. BELL'S SPECIFIC PILLS, Price One Dollar per Box, or Six Boxes for Five Dollars; also, Large Boxes containing Four Small,
Price Three Dollars.
From four to six boxes are generally required to cure ordinary cases of Seminal Weakness, though benefit is derived from using a single box
In Chronic Cases, and particularly when Impotence or Gettial Deblity with Nervous Prostration has affected the system.

BELL'S TONIC PILLS

BELL'S TONIC PILLS Are recommended as the most lifleacious, Rejuvenating, and Invigorating Remedy in the world.

A Package Pilor Five Dollars, will last a month, and is generally sufficient.

In extreme cases of Debility and Impotence, BELL'S EXTERNAL REMEDY. Price Two Dollars, sufficient for a month, can be use

It gives Strengta to the Organs and with the Pflia, will restore them to their normal condition.

A Pampheto 100 pages, on he kRAORS OF YOUTH, designed as a Lecture and Cau ion to Young Men, sent tree, Ten Cenus required to pay postage. If you cannot purchase Bell's Specific Remedies of your Druggist, take no other, but send the money

DR. JAMES BRYAN, Consulting Physician,
No. 819 BROADWAY, New York,
And you will receive them by return of mail post-past,
and free from observation.
For sale by DYOTT & Co., No. 232 N. SECOND
birect.

GIFTI SAMARITAN'S

SAMARITAN'S GIFT! THE MOST CERTAIN REMEDY EVER USED.

" YES, A POSITIVE CURE." For Gonorrhaa, and all Diseases Arising from

Youthful Indiscretion.

Contains no Mineral, no Balsam, no Mercury, Only Ten Pills to be taken to Effect a Cure. They are entirely vegetable, having no smell nor any unpleasant taste and will not in any way injure the stomach or bowels of the most delicate.

Cures in from two to four days, and recent cases in "twenty-four hours." sent by mail. Price, Male packages, \$2. Female, \$2.

SAMARITAN'S ROOT AND HERB JUICES, The Great Blood Purifier, and Remedy for

Scrafula, Ulcers, Sores, Spots, Tetters, Scales, Boils, Syphilis, Etc. For Syphilis, the Samaritan's Root and Herb Juices, is the mest potent and effectual remed; ever prescribed, it reaches and eradicates every particle of the venercal polson. Will remove every vestige of impurities from the system, as well as all the bad effects of mercury I rice \$125 per bottle.

SAMARITAN'S WASH Is, in case of Syphilis, used in conjunction with the Root and Herb Juices. Full directions. Price 25 cents.

The old sickening and discusting drugs have to give way to remedies purely vegetable, pleasant to the taste, and A POSITIVE CUBE.

Bold by DEMAS BASNES & CO., No. 21 PARK ROW, and by DEMAS BASNES & CO. and by Drugsists
Dr Sk OND & CO., Proprietors, No. 915 RACE Street,
Fhiladelphia.
8.45

WHISKY, BRANDY, WINE, ETC.

CHESNUT GROVE WHISKY.

No. 235 North THIRD Street.

It anything was wanted to prove the absolute purity of this Whisky, the following certificates should do it. There is no according simpliant known commanding such eccles on a coholic simpliant known commanding such eccles on a coholic simpliant known commanding such eccles on the constant of the such is the sample of CHESNUT GEOVE WHISKY which you send us, and find that it contains NONE OF THE POISONOUS SCHETTANCE KNOWN AS PUBLICAL, which is the characteristic and injurious in gredient of the whiskies in general use.

BOOTH, GARRETT & CAMAO, Analytical Chemists

I have analyzed a sample of CHESNUT GROVE WHISKY received from Mr Charles Wharton, Jr., Philadelphia: and having carefully tested it, I am pleased to state that it is entirely FREE FROM POISONOW PROPERTY OF THE PROPERTY OF Philipsed to state that it is entered by the second of the

I have made a chemical analysis of commercial same ples of CHESNUT GROVE WHISKY, which provests no free from the heavy Fusil Ous, and perfectly pure an unadulterated. The fine flavor of this whisky is dorive from the grain used in manufacturing it.

Respectfully. A. A. HAYES, M. D. State Assayer, No. 16 Boylston street.

For saie by parrel, demijohn, or bottle at No. 225 North THIRD Street, Philadelphia.

M. NATHANS & SONS IMPORTERS

BRANDIES, WINES, GINS,

Etc. Etc. No. 19 North FRONT Street.

BELLBRING

PHILADELPHIA. HORACE A. NATHANS, OBLANDO D. BATHABIL,